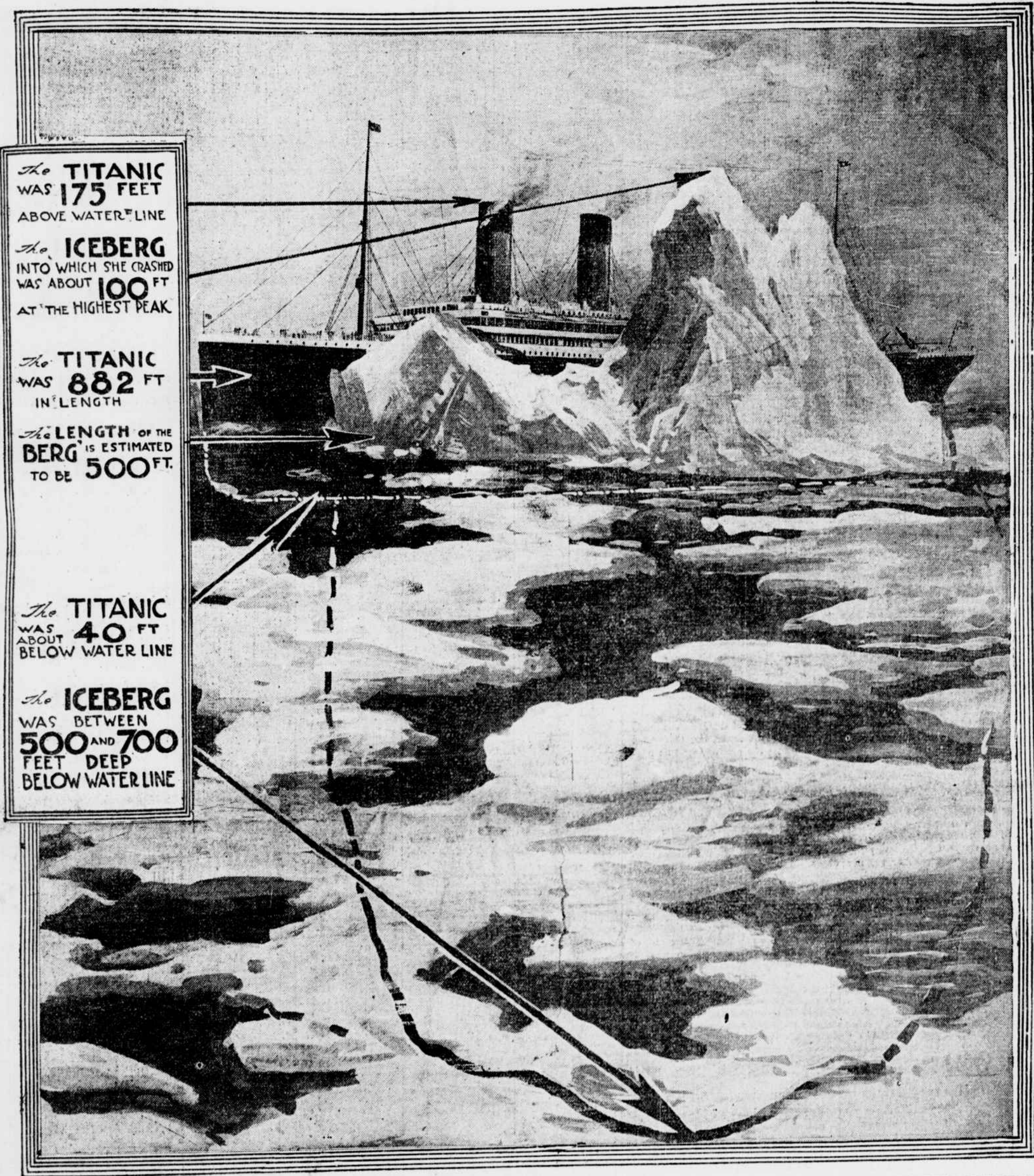


TITANIC'S SURVIVORS, STORM DELAYED, EXPECTED TO-NIGHT; NAMES OF 442 SAVED NOW KNOWN

DIAGRAM SKETCH OF THE TITANIC AND AN ICEBERG OBSERVED NEAR THE SCENE OF THE DISASTER. Captain William Ferrie Wood of the Leyland liner Etowah reported on arriving in New York that in the approximate position of the collision which sank the Titanic he sighted a gigantic iceberg which he believed might have been the one that the Titanic struck. It was some five hundred feet long and one hundred feet high.



Weather Conditions and Aerial Interruptions Prevent Details of the Disaster Reaching Shore Stations from Steamship with Survivors.

CARPATHIA HAS BUT 705 SAVED, UNCONFIRMED MESSAGE STATES

Unsubstantiated Reports of Scenes of Terror and Panic on Titanic Gain Circulation—Preparations Made to Care for the Sufferers When They Land.

Rumors reached New York late last night that the Carpathia was about to begin sending the story of the sinking of the Titanic to the Marconi station at Siasconset, via the scout cruiser Salem.

That every chance might be afforded to open communication freely with the Carpathia practically all other wireless business along the coast was suspended last night. The Marconi company announced early in the evening that it had notified its stations at South Wellfleet, Siasconset, Sagaponack and Sea Gate to handle messages to and from the Carpathia exclusively.

"All other commercial and government stations," the order read, "will cease transmitting while the Carpathia's business is being exchanged with the above mentioned stations. No other work than the Carpathia's and business from the government ships going to meet the Carpathia will be permitted."

These instructions, it was stated, were sent out in accordance with a suggestion made to the government by the Marconi company, which was agreed to by the authorities in Washington.

Toward midnight wireless conditions became better and the Siasconset station made efforts to pick up the Carpathia, but without success. It was not known whether the Carpathia had passed out of range or whether her wireless operators, thinking there was little hope of communicating with land, were snatching a few hours' sleep.

Just before midnight the scout cruiser Salem began repeating the names of steerage passengers to the Newport Naval Station.

Reports of the disaster, none of them apparently authenticated, described in detail the panic when the Titanic hit the iceberg, the loading of the lifeboats, the wild scenes aboard the foundering steamer as she slowly went down and the rescue of the passengers by the Carpathia after hours of waiting.

Saved from the wreck of the Titanic 868
Lost 1,312
First cabin passengers saved:
Women and children 147
Men 63

Total carried in first cabin 325
Second cabin passengers saved:
Women and children 102
Men 16

Total carried in second cabin 285
Total carried in steerage 710
Total crew 860

The names of 113 steerage passengers and members of the crew saved have been received. The names of 442 persons rescued from the Titanic have now been received.

Storms off the New England coast last night, it is believed, will delay the arrival of the Carpathia with the survivors of the Titanic several hours.

The latest word from the Cunarder yesterday was that she was 450 miles from the Ambrose Channel Lightship at 6 p. m. At her speed of thirteen knots this should bring her off the lightship at 11 p. m. to-day and to her dock, at Pier 56, North River, about 2 o'clock to-morrow morning.

This calculation was made at the Cunard offices last evening, but it was said it was not known if she would proceed directly to the pier if she arrived at the lightship at night.

When the warning of storms expected off the New England coast came from the Weather Bureau at Washington it was said that the bad weather would delay the Carpathia, and she could not be expected to dock before 7 a. m. to-morrow.

The arrangements made by the Cunard company are that only the immediate relatives of those whose names are contained in the list of survivors received by wireless will be allowed on the pier.

These arrangements may be entirely upset when Secretary Nagel of the Department of Commerce and Labor reaches here to-day to take charge of the arrival of the Carpathia and the reception of the survivors of the Titanic.

Secretary Nagel was directed by the President last night to come to New York to supervise the arrangements for receiving the Titanic's passengers.

Hundreds of applicants for dock passes have been turned away at the Custom House. Only those who can identify themselves as father, mother, brother, sister or child of one of the known survivors can obtain a pass, about 1,000 of which had been issued up to the time of the closing of the Custom House yesterday.

Acting Collector Stuart said that the matter of issuing passes was entirely in the hands of the Cunard company.

"The government has waived all control over the pier," he said, "in relinquishing its right to examine the passengers' baggage. We have no more right there than private citizens. In order to help the passengers we are sending inspectors and watchmen there to give directions and any assistance that may be asked for in helping to find friends and relatives or places to go. But the Cunard company can tell us to keep off the pier and we will have to keep off."

"As a matter of courtesy to the Cunard company we are issuing

MEXICO TELLS U. S. "KEEP HANDS OFF"

Refuses to Recognize Right of American Government to Intersect It Regarding International Law.

OROZCO MESSAGE RESENTED

Won't Be Responsible for Acts of Rebels Against Lives and Property of Foreigners Except on Same Terms as Other Countries Would.

Mexico City, April 17.—Mexico replied to the warning note of Huntington Wilson, Assistant Secretary of State, to-night, declining to assume responsibility for Orozco's acts, denying the right of the Washington government to deliver the admonition contained therein, taking exception to the communication directed to Orozco through Consul Letcher and deploring the making public of this communication in the same note to which the government was required to make answer.

The reply was made public by the Minister of Foreign Relations, Señor Calero. It denies the right of the Washington government to admonish Mexico, for the reason that it is not based on any justifiable incident. It denies responsibility by the constituted government for acts committed in territory in rebellion while accepting full responsibility of every loss.

Continued on ninth page, fifth column.

LIST OF TITANIC CABIN SURVIVORS ON CARPATHIA

The following is a revised list of the Titanic's cabin passengers who were saved and are coming to New York on the Cunard Line steamer Carpathia:

First Cabin Survivors.

- A. Anderson, Harry. Antoinette, Miss. Appender, Miss. Appleton, Mrs. E. W. Abbott, Mrs. Rose. Allison, Master, and nurse. Andrews, Miss K. T. (Miss Cornelia). Allen, Miss E. W. Astor, Mrs. John Jacob, and maid.
- B. Barratt, Karl B. (Behr). Bessette, Miss. Bucknell, Mrs. William. Barthworth, A. H. (Barthworth). Bowersman, Miss E. Brown, Mrs. J. J. Burns, Miss C. M. Bishop, Mr. and Mrs. D. Blank, H. Bessina, Miss A. Baxter, Mrs. James. Bayton, George A. Bonnell, Miss C. Bowser, Mrs. J. M. Bowen, Miss G. C. Beckwith, Mr. and Mrs. R. L.
- C. Case, Howard B. Casserio, Miss D. D. Clarke, Mrs. W. M. Childs, Mrs. W. M. Charlton, W. M. Crossie, Miss E. G. Carter, Mrs. William. Chandler, Mrs. Churchill (Cardell). Calderhead, N. P. Chaudanson, Miss Victorine. Cavendish, Mrs. Turrell, and maid. Chaffee, Mrs. H. L. Cardozo, Mr. and Mrs. Thomas. Cummings, Mrs. J. Cherry, Paul (Cherry). Chambers, Mr. and Mrs. R. C. Carter, Mr. and Mrs. W. E. Carter, Master William.
- D. Douglas, Mrs. Fred. De Villiers, Mme. (Mrs. B. de Villiers). Daniel, Miss Sarah. Daniel, Robert W. Davidson, Mr. and Mrs. Thornton, and family.
- E. Dodge, Miss Sarah. Dodge, Mrs. Washington, and son. Dick, Mr. and Mrs. Daniel, H. Haren. Drachenstedt, A.
- F. Endres, Miss Caroline. Ellis, Miss. Earnshaw, Miss Boulton (Mrs. F.). Flegenheim, Miss Antoinette. Francatelli, Miss. Flynn, J. N. (Dr. F.). Fortune, Miss Alice. Fortune, Mrs. Mark. Fortune, Miss Mabel. Frauenthal, Mr. and Mrs. Hy. W. (Dr. F.). Frauenthal, Mr. and Mrs. J. G. (T. G. F.). Frolcher, Miss Margaret. Futrelle, Mrs. Jacques.
- G. Grace, Colonel Arthur (Archibald). Graham, Mr. and Mrs. William. Graham, Miss. Gordon, Sir Cosmo Duff. Gordon, Lady. Gibson, Miss Dorothy. Goldenberg, Mrs. Samuel. Goldenberg, Miss Ella. Greenfield, William (G. B. F.). Greenfield, William. Gibson, Mrs. Leonard. Goght, James.
- H. Harris, L. V. B. (Mrs. F.). Halverson, Mrs. Alex. Hogboom, Mrs. I. C. Hawkford, W. J. Harper, Henry, and man servant. Harper, Mrs. S. S. Hold, Miss J. A. Hope, Miss. Hoyt, Mr. and Mrs. Fred. Horner, Hy. R. (Homer). Harder, Mr. and Mrs. George. Lays, Mrs. Charles M., and daughter. Hippach, Miss Jean. Hippach, Mrs. Ida S. Irmay, J. Bruce.
- K. Kimberley, Mr. and Mrs. Ed. (L. N. Kimball). Kenneyman, P. A. Kenneyman, Miss Emile.
- L. Longley, Miss G. F. Leach, Miss Nora. Lavery, Miss Bertha. Lane, Mrs. Ernest. Lines, Miss Mary. Lindstrom, Mrs. Singird. Lesneur, Gustave, Jr.
- M. Madril, Miss Gertrude A. Mahan, Mrs. Mellicard, Mrs. Menderson, Miss Letta. Matny, Mrs. Robert. Marvin, Mrs. D. W. (Martin).
- N. Nunnock, Philip E.

Continued on second page, fifth column.

HALIFAX HEARS THE BALTIC MAY HAVE 250 SURVIVORS

(By Telegraph to The Tribune.)

Halifax, N. S., April 17.—Faint hope that some of the twelve hundred persons who were reported to have gone down with the Titanic when she took her two-mile plunge on Monday morning had found safety on another ship was raised this afternoon, when it transpired that the cable steamer Minia had intercepted a message yesterday morning which stated that 250 of the Titanic's survivors had been rescued by the White Star liner Baltic and that the Carpathia's complement numbered 700. According to previous reports, the Baltic was two hundred miles east of the Titanic when she caught the wireless "S O S" call and hurried back to the assistance of the Titanic.

Since that time no report has come from the Baltic and probably she has proceeded eastward on her voyage. The authenticity of the report that she has Titanic survivors aboard probably will not be settled until she comes into communication with the Irish coast.

At 11:21 o'clock on Sunday night the Minia's wireless operator received a message from the Titanic. She gave the "S O S" signal, which means that assistance is urgently required. The message was transmitted through the steamer Cincinnati and that steamer replied.

Captain de Carteret of the Minia was able to supply some interesting details of a story which has baffled all news seekers for three days past. To the Tribune correspondent he said he left Halifax at 10:30 p. m. on April 11 to proceed toward St. Pierre on a cable repairing trip. Since Monday morning he has had but four hours' sleep, and has been on the bridge all the rest of the time. Captain de Carteret says it is possible that some of the passengers died while floating on wreckage, and that these bodies may be picked up, but he believes that any person on the ship when she was foundered would have been carried to the bottom by suction.

Angostura Bitters just what you need to tone up the system in the Spring.—Adv.

"THE FATAL FIFTEENTH."

- April 15, 1865—President Lincoln died.
- April 15, 1896—Elbe sunk.
- February 15, 1898—U. S. S. Maine blown up.
- June 15, 1904—General Slocum burned.
- April 15, 1912—Titanic sunk.

ASTOR NOT ON CARPATHIA

Nothing Known of Butt and Guggenheim, Wireless Reports.

Siasconset Wireless Station, Nantucket, Mass., April 18.—In reply to a query sent to the Carpathia early this morning the wireless operator aboard the steamer said that Colonel John Jacob Astor was not on board the Carpathia. He said he did not know whether Benjamin Guggenheim or Major Archibald Butt were on board or not.

TAFT'S MESSAGE NOT TAKEN

Cruiser's Operator Not a Marconi Employee, Reported Reason.

A wireless message from the scout cruiser Salem to the Marconi operator at Siasconset, Mass., intercepted at the Brooklyn navy yard early this morning, asked the operator at that station to communicate President Taft's message regarding information about Major Butt and Messrs. Miller and Moore to the Cunard liner Carpathia.

This request on the part of the Salem was said to be due to the refusal of the operator on the Cunard liner to receive any wireless message from the Salem because that boat does not carry a Marconi operator, but a government employee.

DEWEY'S PURE CLARET WINES